

BookletChart™

Christiansted Harbor

NOAA Chart 25645

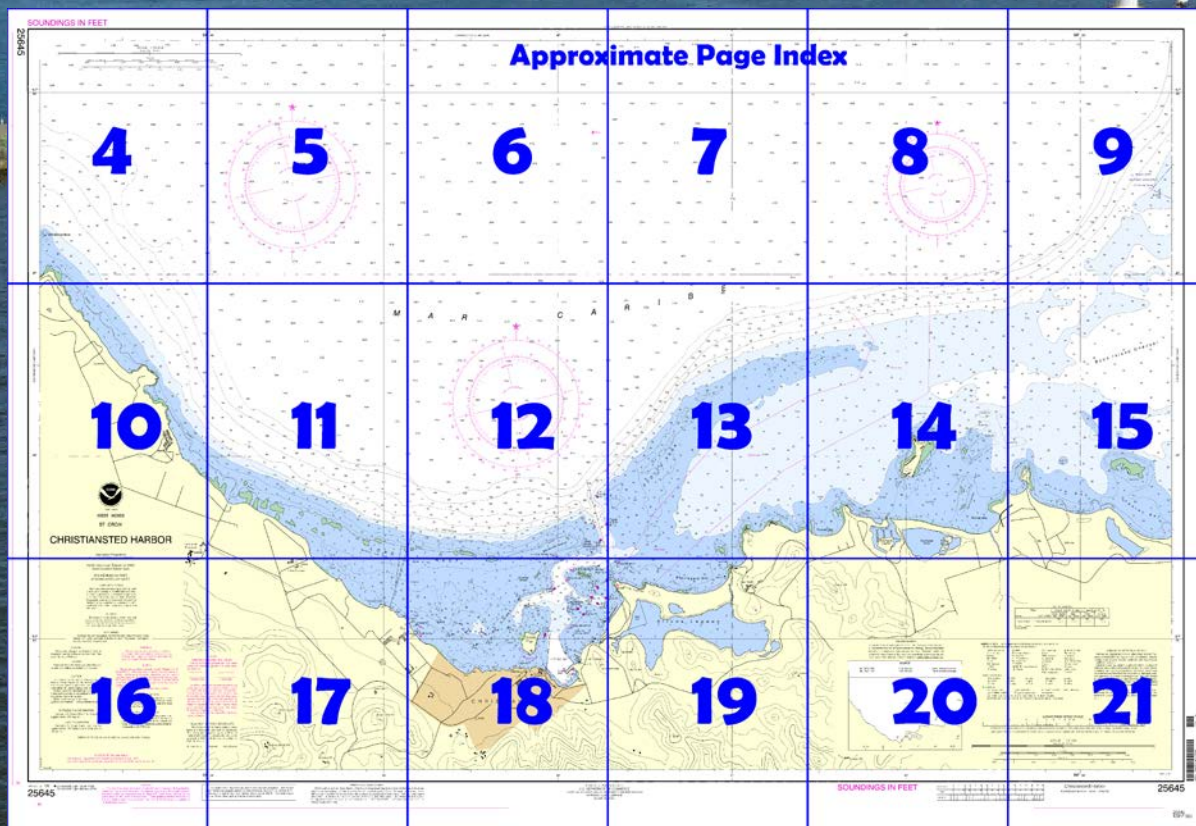


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25645>.



(Selected Excerpts from Coast Pilot)

Christiansted Harbor, on the N coast of St. Croix Island 10 miles E of Hams Bluff and 7.7 miles W of East Point, is a port of call for vessels drawing up to 16 feet. The harbor is protected by a reef and bank that extends clear across the entrance, except for the channel opening. **Gallows Bay** is in the SE part of the harbor. Most of the harbor is shoal.

Protestant Cay, an islet in the harbor, is surmounted by an old stone building and a

hotel. The ruins of Fort Sofia Frederika are at the N end of the cay.

Channels.—The entrance is N of Fort Louise Augusta through a crooked dredged channel marked by buoys, lights, and a **164°** lighted entrance

range, thence E and S of Protestant Cay to a turning basin and to Gallows Bay Dock. In April 1990, the controlling depth was 14 feet, with 11 to 15 feet in the basin with lesser depths along the NE, SE, and SW limits of the basin. Shoaling has occurred close to the edges of the marked channel into Christiansted Harbor; extreme caution is advised in transiting the channel.

Inside the harbor, a privately dredged channel with private aids leads W of the main channel to facilities in the SW part of the bay. In 1981, a depth of 17 feet was reported in the channel and alongside the berthing facilities.

A channel, with natural depths to 11 feet and marked by private lighted buoys, is E of Round Reef and used by schooners and small boats.

A 15-foot passage over the S portion of Scotch Bank is used by small vessels coming from the east; local knowledge is necessary.

Anchorage.—Vessels anchor ENE of Protestant Cay in depths of 9 to 30 feet according to draft. Holding ground in this area is reported to be hard; caution is advised to ensure against dragging. Small boats anchor in Gallows Bay and along the E side of the harbor. A yacht anchorage, supervised by the U.S. Virgin Islands Port Authority, is on the W side of Protestant Cay. During a hurricane or gale vessels anchor in Gallows Bay and small boats sometimes anchor in Salt River Bay.

Dangers.—**Scotch Bank**, a 1.8-mile-long sand shoal extending NE from Fort Louise Augusta, is on the E side of the harbor entrance. Depths of 2 to 20 feet are on the shoal, which is easily seen except when the sun is ahead.

Long Reef, a 2-mile-long strip nearly awash in places, forms the NW side of the harbor. Shoal water extends E from the reef to the channel marked with buoys.

Round Reef, W of Fort Louise Augusta, is circular with a spot bare at low water near its center and several spots with depths of 1 foot.

The harbor is shoal with depths less than 6 feet outside the circuitous channel marked by buoys. Several visible wrecks and submerged obstructions are along the E side of the harbor.

Pilotage, Christiansted.—See Pilotage, U.S. Virgin Islands (indexed as such) early this chapter. Vessels are boarded from a motorboat just outside the sea buoy (Lighted Buoy 1, 17°45'48"N., 64°41'48"W.). Strangers are advised to take a pilot and should not attempt to enter at night without one.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.) Juan Luis Hospital and Medical Center are located mid-isle just W of Christiansted.

Christiansted is a **customs port of entry**.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

25645

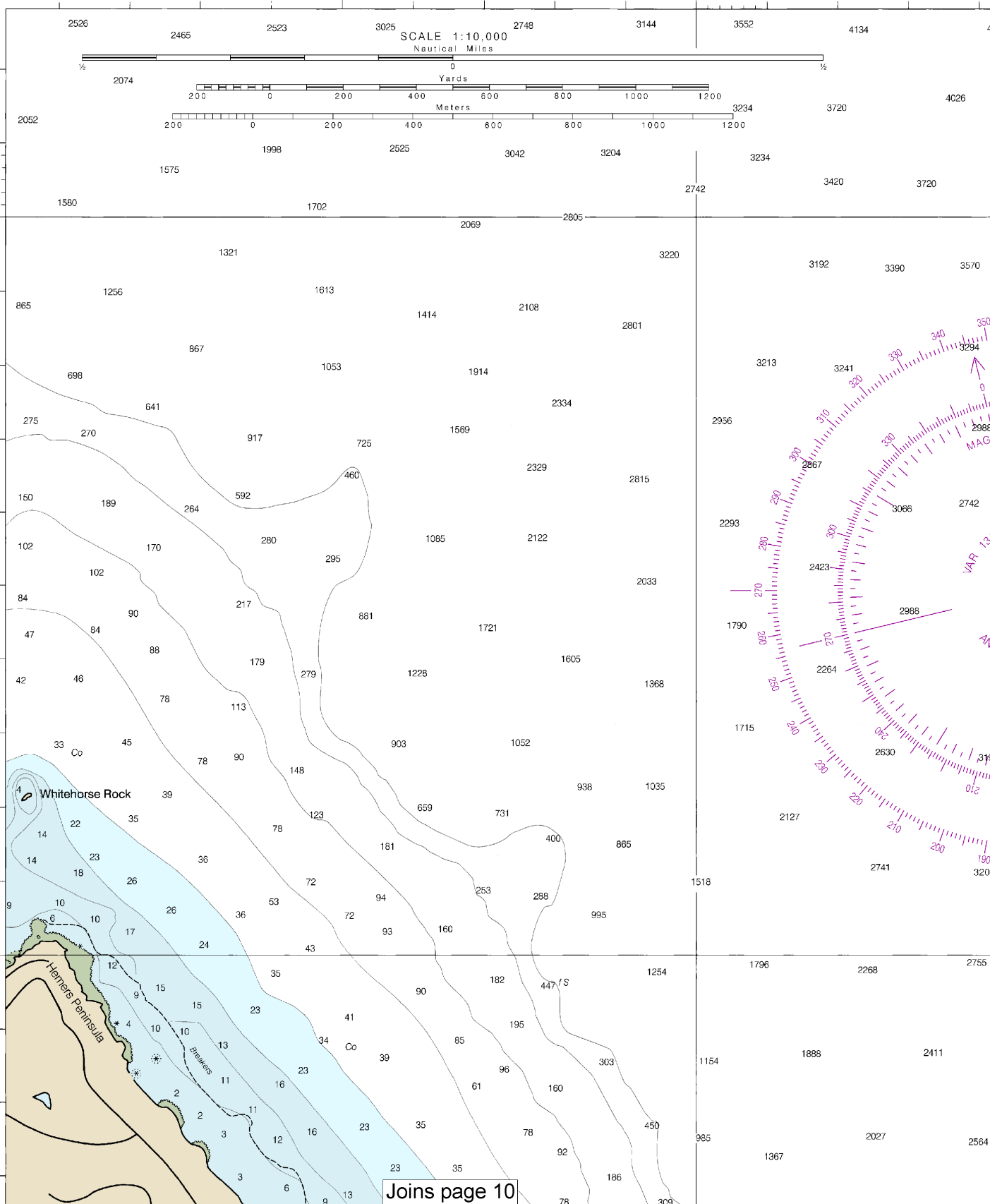
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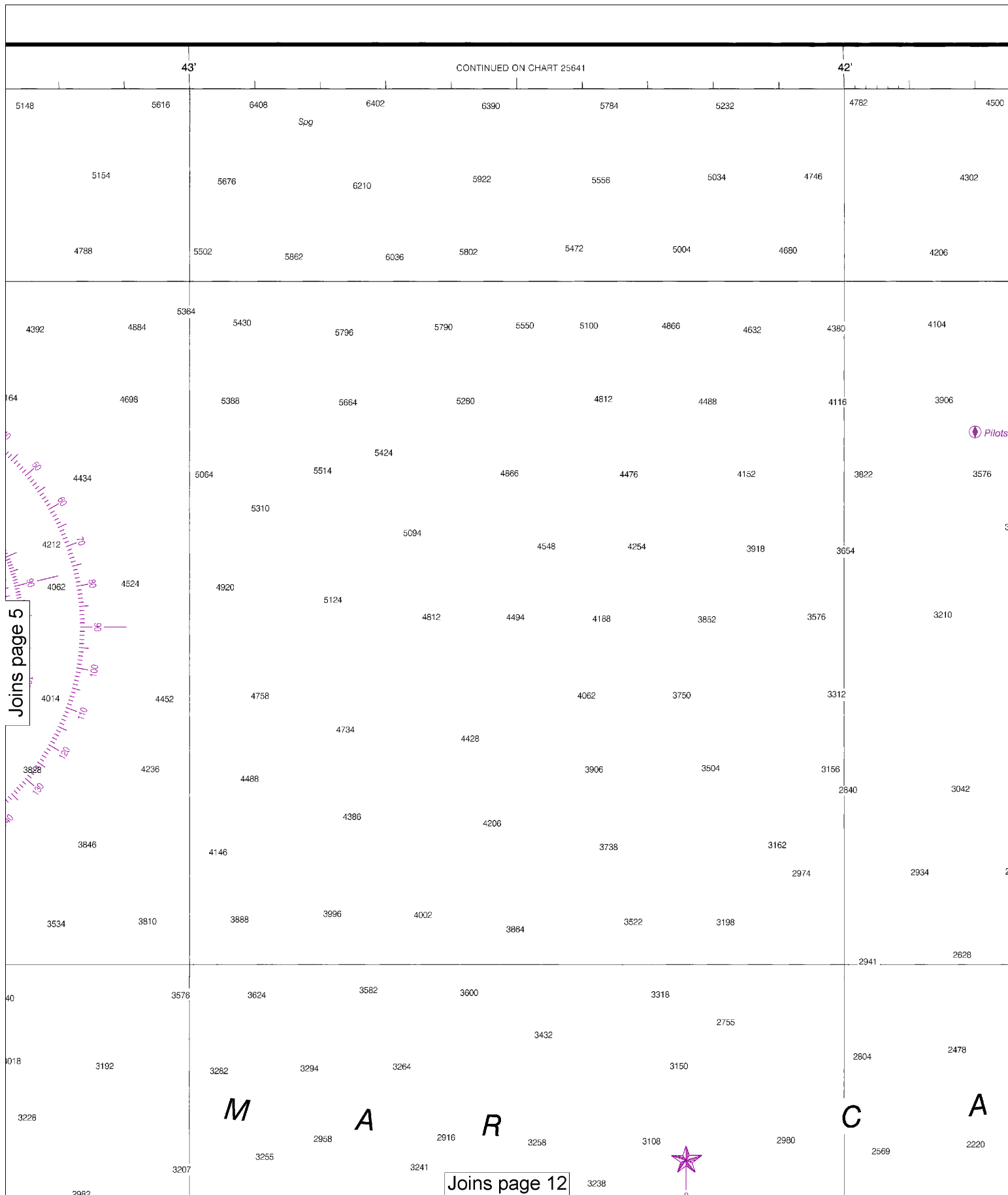
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Nautical Miles

Yards

Meters

17° 48'





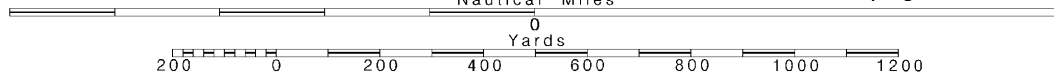
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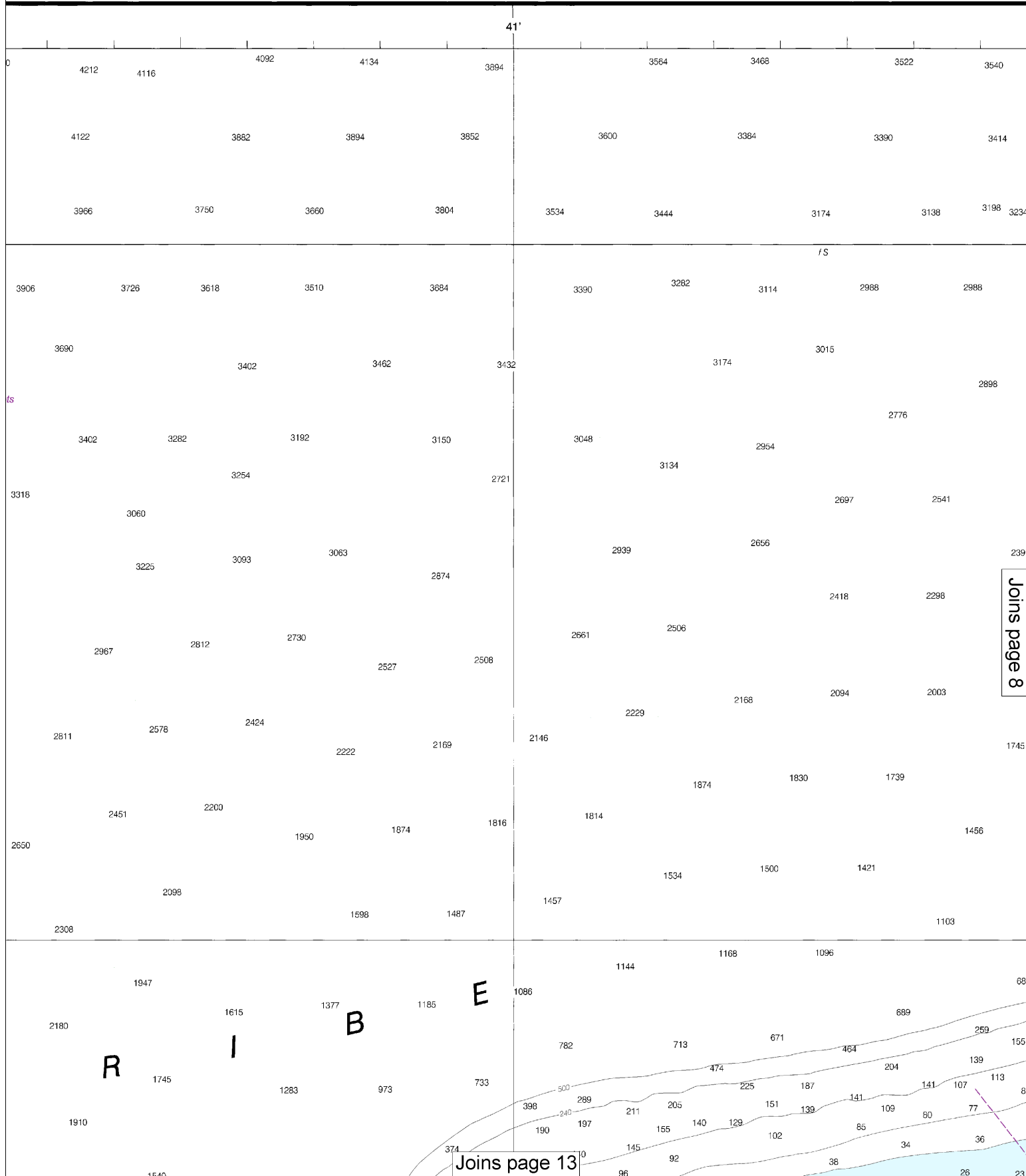
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





Last Correction: 5/24/2016. Cleared through:
 LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

41'

40'

Joins page 7

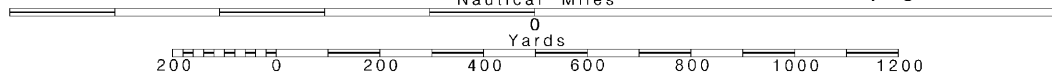
Joins page 14

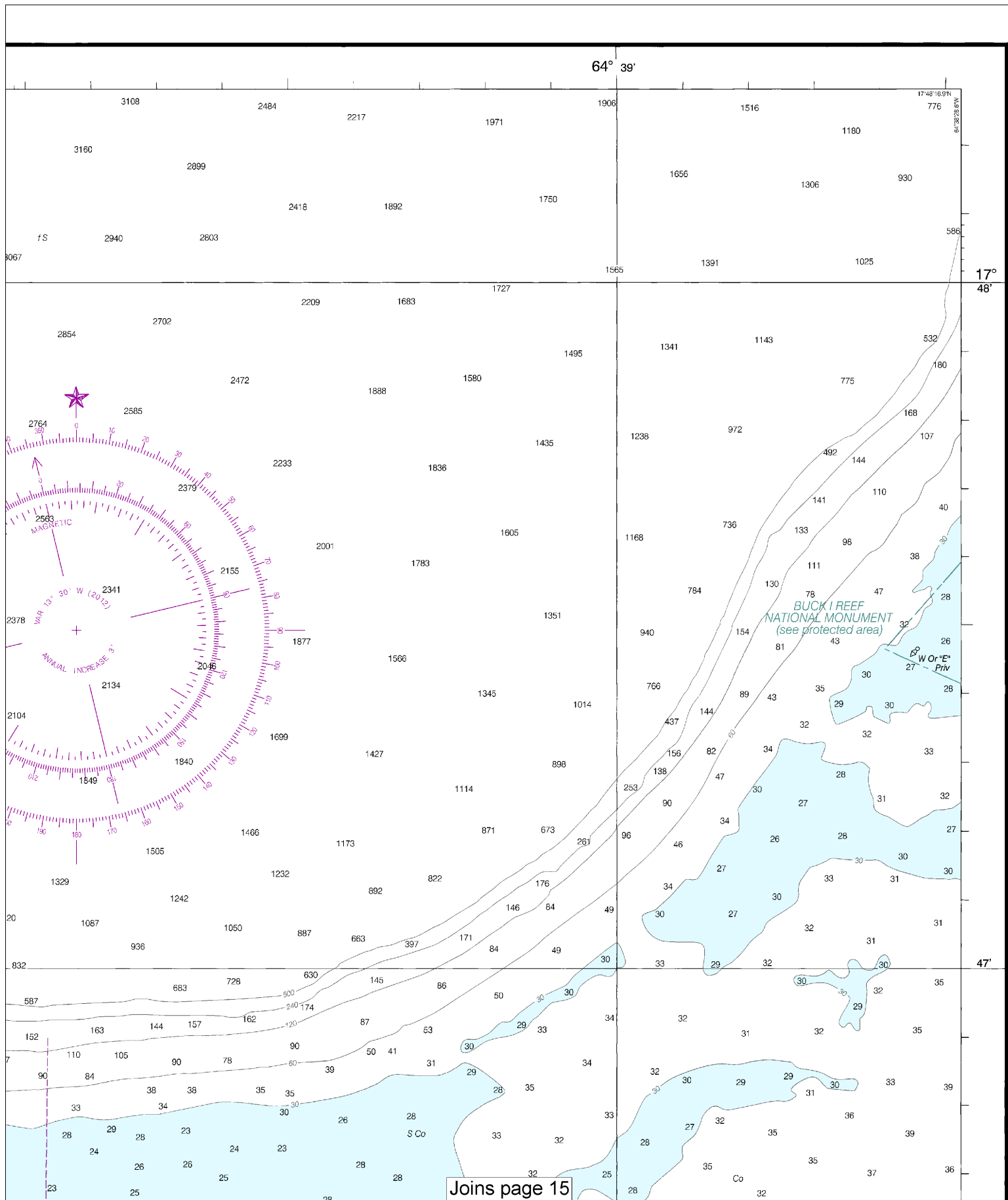
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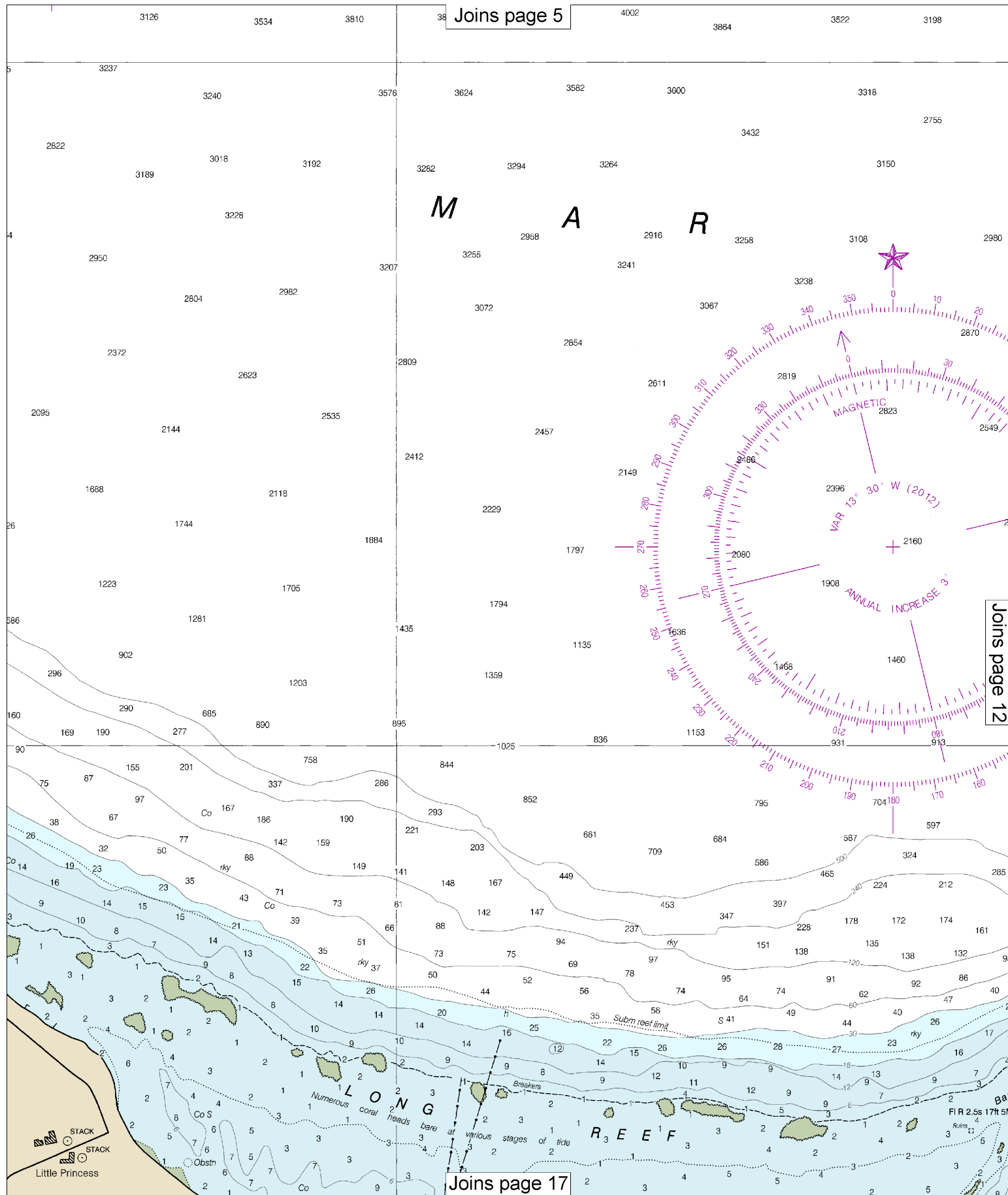
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.



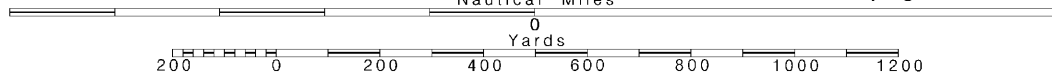


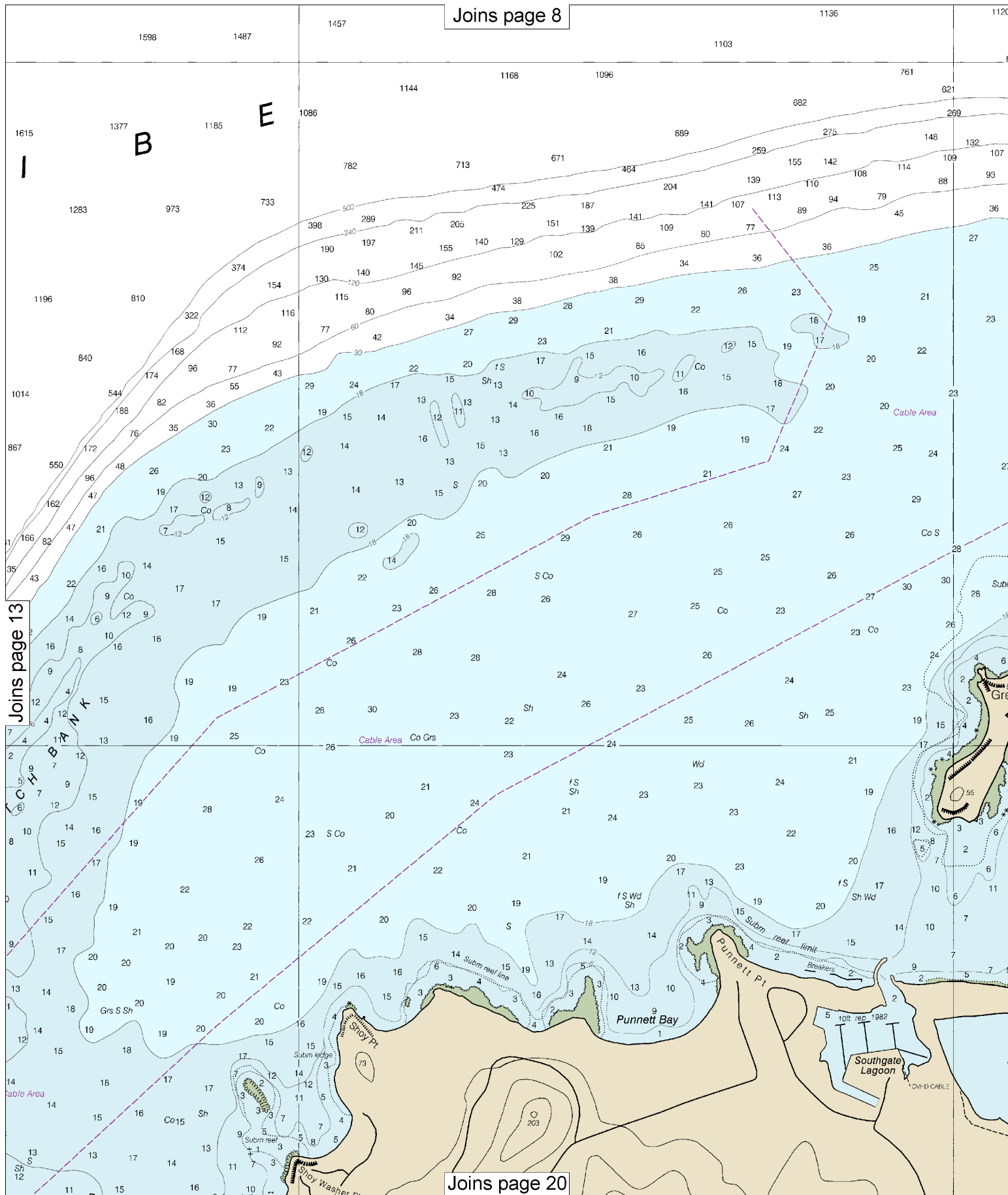


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — ~~SCALE 1:10,000~~ —
Nautical Miles

See Note on page 5.





Joins page 9

CONTINUED ON CHART 25641

Buck Island Channel

Joins page 21

WEST INDIES

ST CROIX

CHRISTIANSTED HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 17°46'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.097' southward and 1.484' eastward to agree with this chart.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Additional information can be obtained at nauticalcharts.noaa.gov.

COLREGS, 80.738a (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

La Grande
Princesse

CHIMNEY

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

St. Thomas, VI WXM-96 162.475 MHz

Bulows Min

ruins

64° 44'

20th Ed., Nov./12

25645

Last Correction: 5/24/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additional improving this chart to the Chief, Marine Chart Division (N/CS Service, NOAA, Silver Spring, Maryland 20910-3282).

16

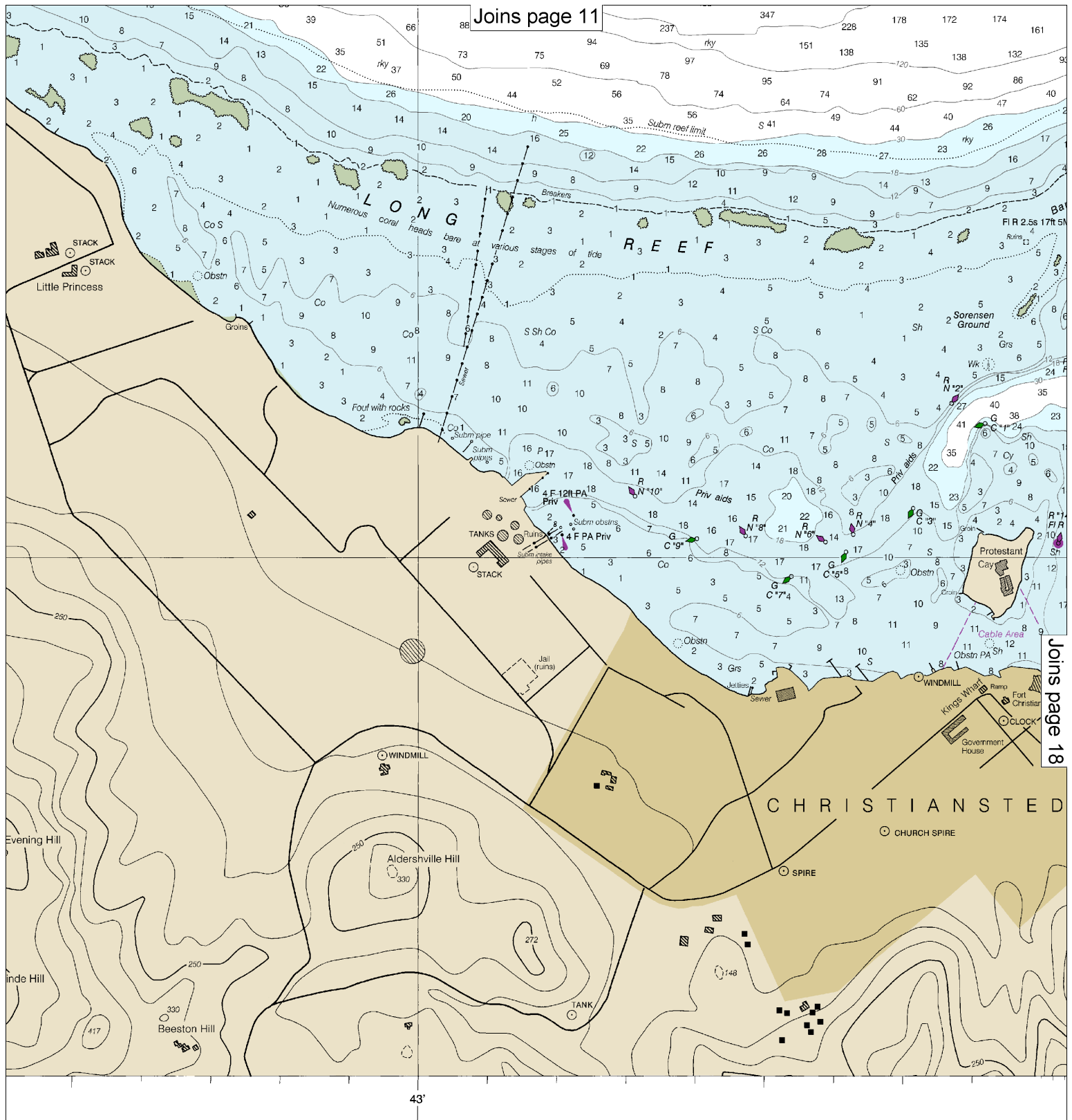
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Printed at reduced scale.

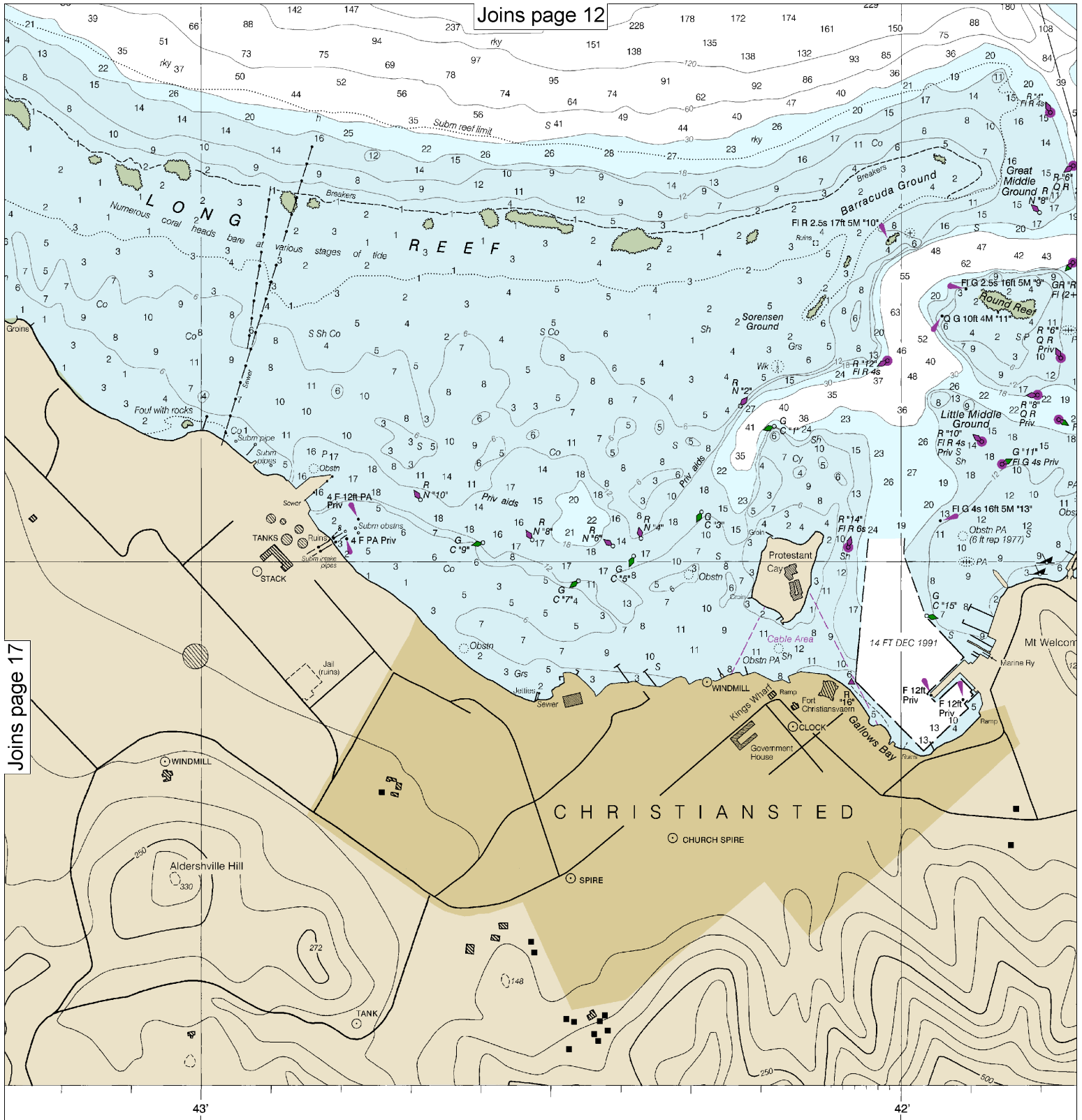
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Nautical Miles

See Note on page 5.

0
Yards
200 0 200 400 600 800 1000 1200



Navigation, The National
 Ocean Service, or comments for
 (S2), National Ocean

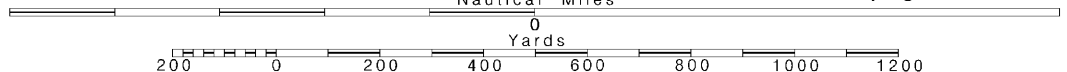


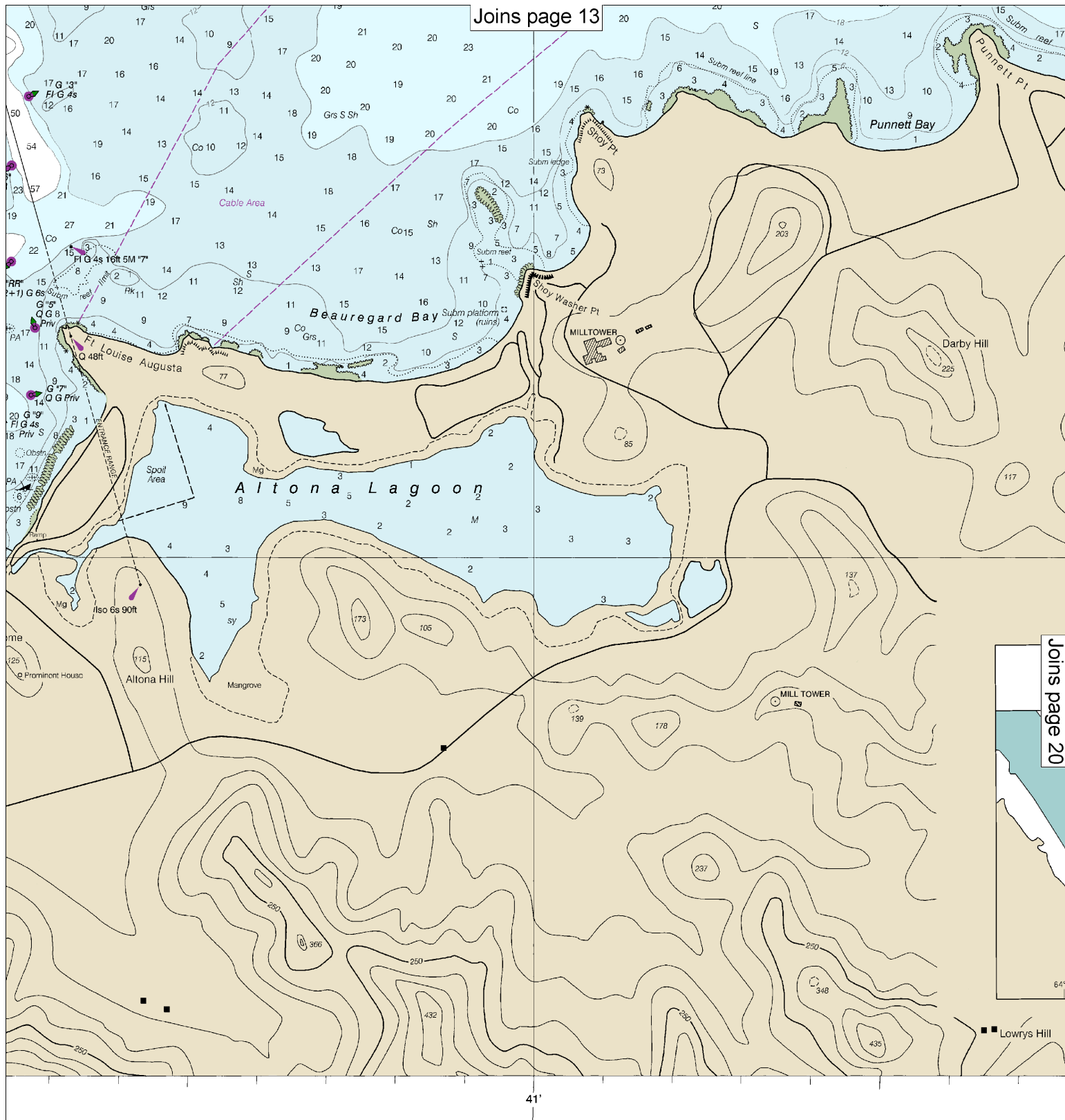
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U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPHERIC
ADMINISTRATION
NATIONAL COASTAL CHARTS

Note: Chart grid lines are aligned with true north.

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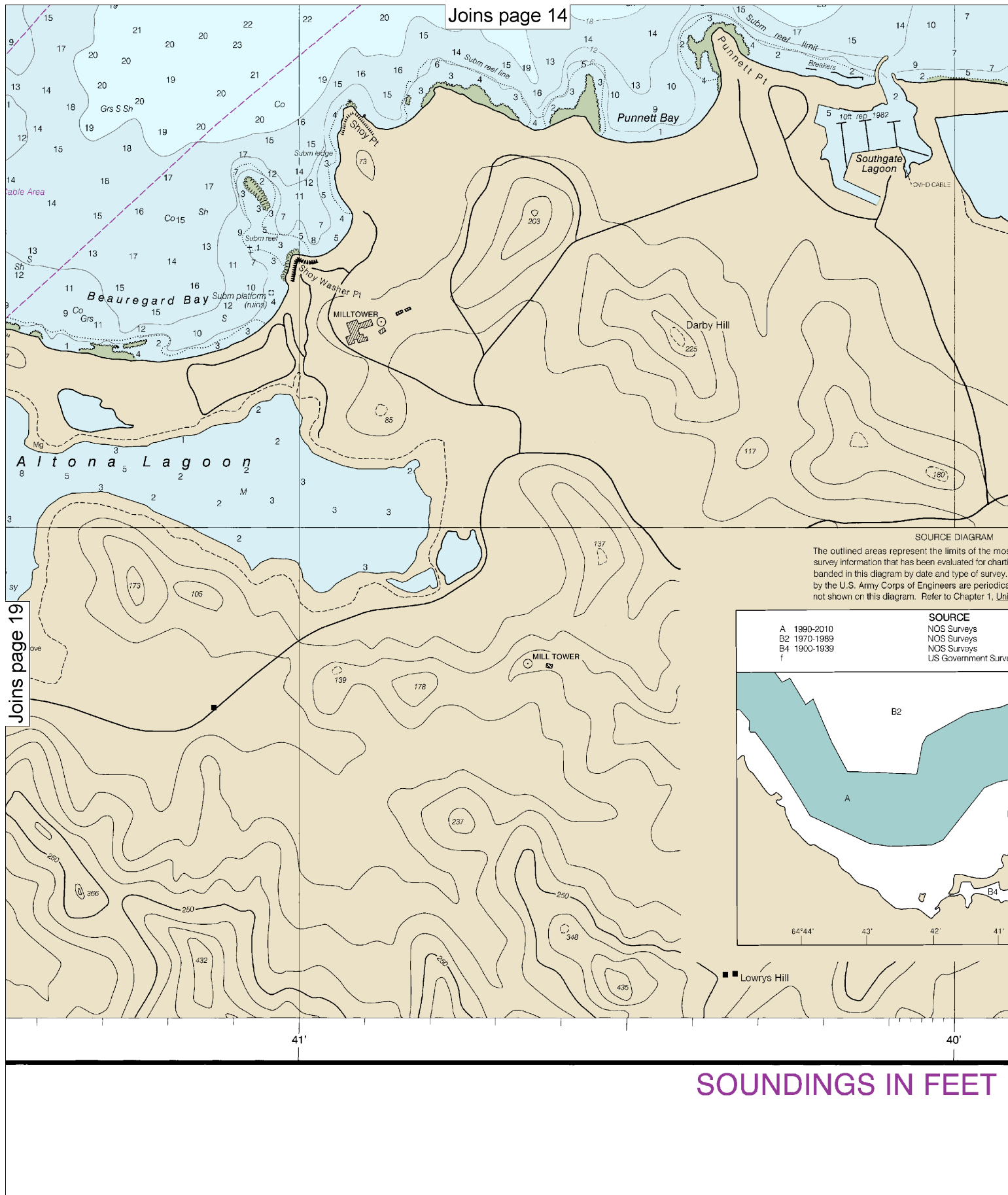
See Note on page 5.





at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. COAST AND GEODETIC SURVEY

SOUND



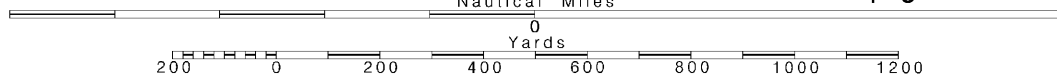
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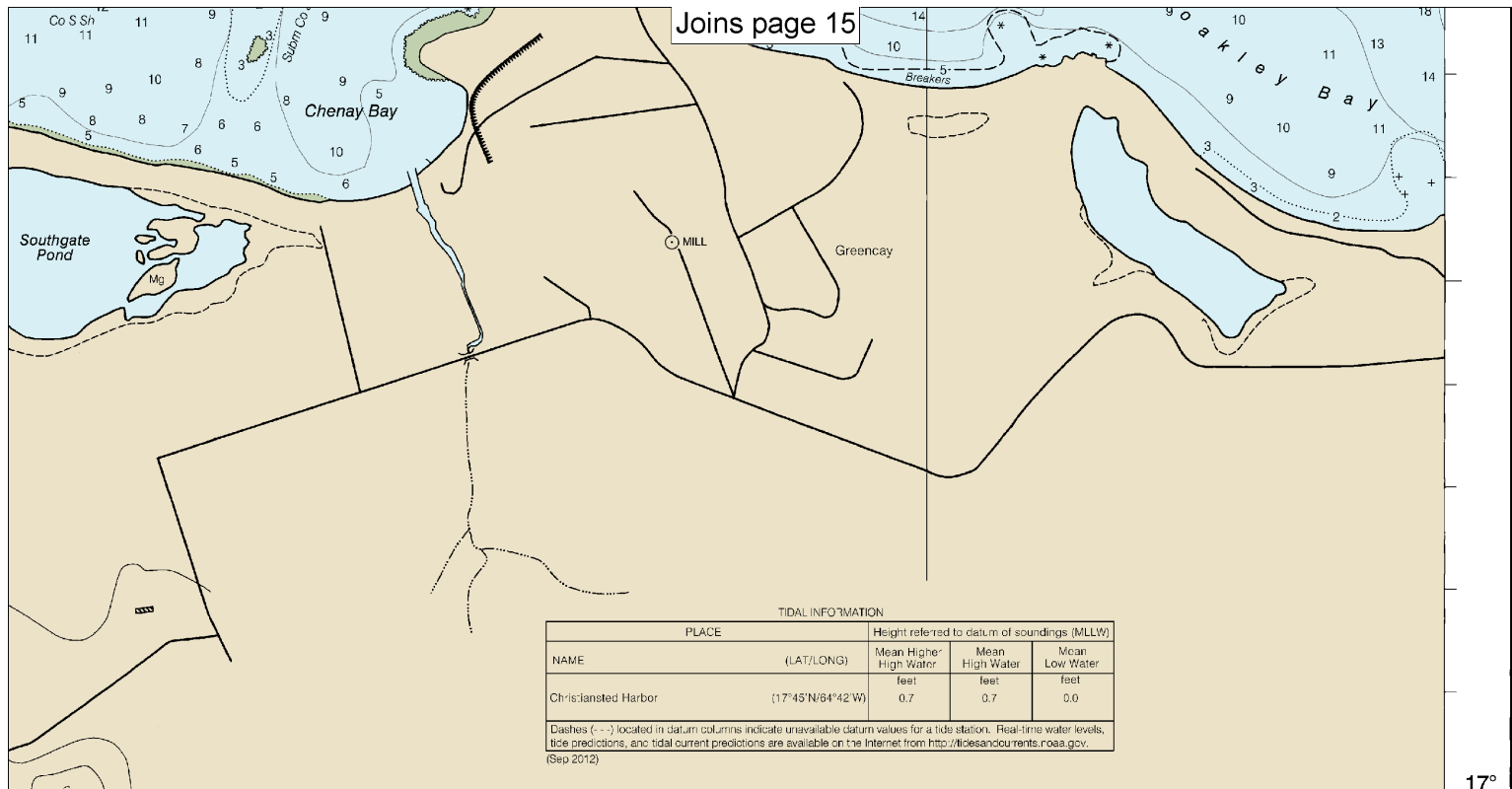
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.





Most recent hydrographic charting. Surveys have been completed. Channels maintained and periodically resurveyed and are listed in United States Coast Pilot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation flights are white unless otherwise indicated):

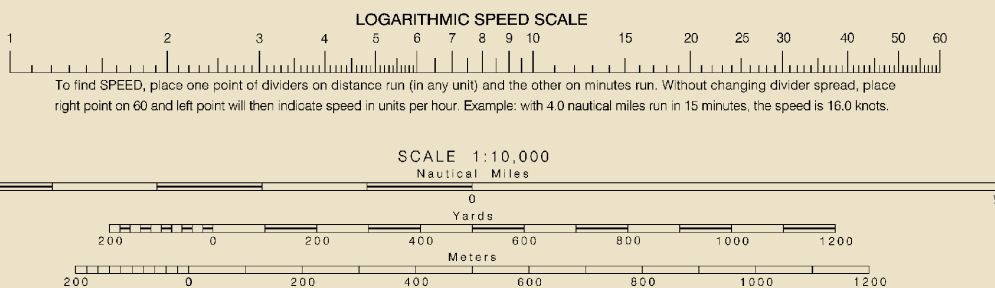
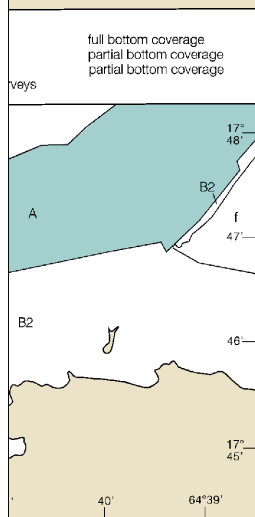
AERO aeronautical	G green	Mo morse code	R R radio tower
A alternating	IO interrupted quick	N nun	R rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn black	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO M microwave tower	R red	W white
F flashing	Mk marker	Ra Ref radar reflector	WHIS whistle

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charred soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charred positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charred locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Christiansted Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

25645



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.